

Federal Aviation Administration, DOT

§ 25.101

must be one that is well defined and can be easily repeated.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-42, 43 FR 2320, Jan. 16, 1978; Amdt. 25-72, 55 FR 29774, July 20, 1990]

§ 25.31 Removable ballast.

Removable ballast may be used on showing compliance with the flight requirements of this subpart.

§ 25.33 Propeller speed and pitch limits.

(a) The propeller speed and pitch must be limited to values that will ensure—

(1) Safe operation under normal operating conditions; and

(2) Compliance with the performance requirements of §§ 25.101 through 25.125.

(b) There must be a propeller speed limiting means at the governor. It must limit the maximum possible governed engine speed to a value not exceeding the maximum allowable r.p.m.

(c) The means used to limit the low pitch position of the propeller blades must be set so that the engine does not exceed 103 percent of the maximum allowable engine rpm or 99 percent of an approved maximum overspeed, whichever is greater, with—

(1) The propeller blades at the low pitch limit and governor inoperative;

(2) The airplane stationary under standard atmospheric conditions with no wind; and

(3) The engines operating at the takeoff manifold pressure limit for reciprocating engine powered airplanes or the maximum takeoff torque limit for turbopropeller engine-powered airplanes.

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PERFORMANCE

§ 25.101 General.

(a) Unless otherwise prescribed, airplanes must meet the applicable performance requirements of this subpart for ambient atmospheric conditions and still air.

(b) The performance, as affected by engine power or thrust, must be based on the following relative humidities:

(1) For turbine engine powered airplanes, a relative humidity of—

(i) 80 percent, at and below standard temperatures; and

(ii) 34 percent, at and above standard temperatures plus 50 °F.

Between these two temperatures, the relative humidity must vary linearly.

(2) For reciprocating engine powered airplanes, a relative humidity of 80 percent in a standard atmosphere. Engine power corrections for vapor pressure must be made in accordance with the following table:

Altitude <i>H</i> (ft.)	Vapor pressure <i>e</i> (in. Hg.)	Specific humidity <i>w</i> (Lb. moisture per lb. dry air)	Density ratio $\rho / \sigma = 0.0023769$
0	0.403	0.00849	0.99508
1,000	.354	.00773	.96672
2,000	.311	.00703	.93895
3,000	.272	.00638	.91178
4,000	.238	.00578	.88514
5,000	.207	.00523	.85910
6,000	.1805	.00472	.83361
7,000	.1566	.00425	.80870
8,000	.1356	.00382	.78434
9,000	.1172	.00343	.76053
10,000	.1010	.00307	.73722
15,000	.0463	.001710	.62868
20,000	.01978	.000896	.53263
25,000	.00778	.000436	.44806

(c) The performance must correspond to the propulsive thrust available under the particular ambient atmospheric conditions, the particular flight condition, and the relative humidity specified in paragraph (b) of this section. The available propulsive thrust must correspond to engine power or thrust, not exceeding the approved power or thrust less—

(1) Installation losses; and

(2) The power or equivalent thrust absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(d) Unless otherwise prescribed, the applicant must select the takeoff, en route, approach, and landing configurations for the airplane.

(e) The airplane configurations may vary with weight, altitude, and temperature, to the extent they are compatible with the operating procedures required by paragraph (f) of this section.

(f) Unless otherwise prescribed, in determining the accelerate-stop distances, takeoff flight paths, takeoff distances, and landing distances, changes in the airplane's configuration, speed, power, and thrust, must be